electrically conductive concrete articles used for electromagnetic shielding.

USP 5,351,529 is an apparatus for testing an electronic engine speed control governor separate from an engine and a connected load.

USP 5,358,057 an improved cone penetrometer for taking multiple samples of soil gas and ground water in such a way that the samples can not be contaminated with fluids, gasses, or soils carried by the penetrometer as it penetrates the soil.

USP 5,361,550 is an apparatus and method which provides a safe and secure environment for workers at a hazardous, toxic, or radioactive work site, provides for continuous operations at such a site regardless of weather conditions, and also, can act as a secondary containment structure preventing airborne release of hazardous, toxic, or radioactive particles.

USP 5,361,642 is a field-free stress gauge capable of dynamic or static response measurements in geological rock and soil formations, concrete, asphalt, or other materials. The gauge can also be incorporated and measure static stresses in building, bridges, and roads.

USP 5,366,547 provides a means for extending and controlling the settling time for alkali-activated silicate glass cements.

Kenneth L. Denton,

Army Federal Register Liaison Officer.

[FR Doc. 95–478 Filed 1–9–95; 8:45 am]

BILLING CODE 3710–92–M

Department of the Navy

Record of Decision for Realignment of Naval Air Station Lemoore, California

Pursuant to section 102(2) of the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality regulations for implementing NEPA procedures (40 CFR 1500–1508), the Department of the Navy announces its decision to implement the realignment of Naval Air Station (NAS) Lemoore, California.

In accordance with the legislative requirements of the Base Closure and Realignment Act of 1990 (Public Law 101–510), as implemented by the 1993 Defense Base Closure and Realignment process (BRAC–93), the Navy has been directed to relocate mission and operations from NAS Miramar to NAS Lemoore, California. The majority of naval training at NAS Miramar will be relocated to NAS Lemoore.

A Draft Environmental Impact Statement was prepared for the action and distributed to Federal, State, and local agencies and to interested individuals and groups. Public comments and Navy responses to those comments were incorporated into a Final Environmental Impact Statement (FEIS) which was distributed to the public for a review period that ended on January 3, 1995. Two letters of comment were received and both expressed concern about lack of schoolroom capacity.

The realignment will relocate 56 F–14 and 16 E–2 aircraft from NAS Miramar to NAS Lemoore, resulting in an increase of 72 aircraft at NAS Lemoore. The number of permanent-party personnel necessary to support, service, and maintain new aircraft and flight operations and apprentice school training will increase by approximately 3,990 and the number of civilian personnel will increase by 484 over the period from 1995 through 1998. The number of school age students in grades kindergarten through 12 is expected to increase by approximately 2,300 by 1998. About 98 military construction (MILCON) projects are required to accommodate the realignment at NAS Lemoore. The projects include upgrades of existing facilities, construction of new facilities to support new aircraft operations and maintenance functions, and new housing and temporary quarters for the increased number of students and permanent-party personnel. Approximately 1,936 of the personnel relocating to NAS Lemoore will live off-station and reside primarily in the nearby Lemoore and Hanford communities. In addition to the construction and renovation projects, future establishment of a Lemoore Military Operations Area (MOA) and two Air Traffic Control Assigned Spaces (ATCAAs) were addressed in the EIS. The Lemoore MOA would extend approximately 23 miles northwest of NAS Lemoore and 37 miles southeast to include approximately 2,055 square miles of airspace. The ATCAAs would be implemented within the geographic boundaries of the MOA. The Lemoore MOA and the ATCAAs would designate airspace for military training activities. The Navy will apply to the Federal Aviation Administration (FAA) for formal designation of the MOA and ATCAAs.

The Defense Base Closure and Realignment Act waived certain aspects of NEPA such that the environmental analysis need not consider the no-action alternative (no realignment), nor other realignment locations. Alternative means of accommodating the mandated BRAC–93 realignment at NAS Lemoore that were considered, but eliminated from detailed analysis, include retrofitting and remodeling existing structures and the use of rental units outside NAS Lemoore. Sites considered at NAS Lemoore for the new facilities/renovations avoided environmentally sensitive areas, and were selected based on the following functional considerations: adequacy of existing structures for the proposed uses, availability of utilities, and proximity of the structure/site to existing and related facilities, such as hangars, warehouses, classrooms, administrative offices, housing and recreational facilities.

There will be no significant impacts to air traffic either in the existing operating areas used for training or from the implementation of the MOA and the two ATCAAs. Rerouting of non-participating aircraft around the MOA boundaries, however, may be necessary during time of MOA use. The NAS Lemoore air traffic facility will be responsible for routing military and civilian general aviation aircraft around the MOA. The FAA will be responsible for rerouting commercial flights when the MOA or ATCAAs are activated. The number of aircraft requiring rerouting is projected to be small and no impacts to public health and safety will result from the implementation of the MOA or ATCAAs.

There will be no significant impacts to surface water or wetlands. There will be no significant impacts to groundwater or potable water resources as a result of the realignment.

The action will increase total flight operations at NAS Lemoore, but will not produce a significant change in ambient noise levels on-station or in surrounding communities. Appropriate noise level reduction measures will be incorporated into Bachelor Enlisted Quarter (BEQ) and Bachelor Officer Quarter (BOQ) facilities to ensure appropriate interior noise levels. Construction activity near residential areas will be limited to normal daytime working hours to minimize temporary construction noise impacts.

The BRAC action will result in significant mitigatable air quality impacts related to construction activities, added stationary emission sources, added aircraft flight operations, added motor vehicle traffic, and added area sources (building and landscape maintenance, space heating, etc.). No new violations of national ambient air quality standards are anticipated as a result of the BRAC action. Mitigation measures will be implemented to reduce the potential for localized dust conditions at construction sites to ensure compliance with the San Joaquin Valley Unified Air Pollution Control

District (SJVUAPCD) rules and regulations, and to implement SJVUAPCD mobile and area source emission reduction programs. Added stationary source emissions will be offset through existing SJVUAPCD permit procedures. Most other emission increases associated with the BRAC action will be offset by emission reductions at Castle Air Force Base (also located within the SJVUAPCD), thus avoiding significant impacts to regional air quality conditions.

NAS Lemoore is located in an area that is classified as a serious nonattainment area for ozone and particulate matter (PM_{10}). The direct and indirect emissions of ozone precursors and PM_{10} associated with the action exceed the de minimis levels of 50 tons per year for ozone precursors and 70 tons per year for PM_{10} and PM_{10} precursors. Consequently, a Clean Air Act conformity determination is required by 40 CFR Part 93 to demonstrate that the proposed action will not interfere with attainment of national ambient air quality standards. Volume 2 (Appendix A) of the FEIS presented a Clean Air Act conformity determination analysis of the proposed actions in accordance with rules promulgated by the U.S. Environmental Protection Agency and set forth at 40 CFR Part 93.

BRAC-related direct and indirect emissions at NAS Lemoore will be at a maximum during the facility construction period, with somewhat lower emissions during subsequent base operations. Maximum direct and indirect emissions from the BRAC action are estimated to be 96 tons per year of organic compounds, 367 tons per year of nitrogen oxides, and 187 tons per year of PM_{10}. These maximum emissions result only in those years when both construction activities and increased aircraft operations occur concurrently. Steady-state emissions are projected to be less, paricularly for PM_{10}.

Emission increases at NAS Lemoore will be offset from a combination of three sources: eliminated aircraft, motor vehicle, and area source emissions resulting from the closure of Castle Air Force Base (which also is located in the San Joaquin Valley); on-station PM_{10} emission reductions achieved by replacing existing fire fighter training facilities with new facilities; and the purchase of privately held PM_{10} Emission Reduction Credits.

On behalf of the Department of the Navy, I have reviewed the FEIS and conformity determination analysis for the realignment of NAS Lemoore. It is my determination that the proposed Navy actions are in compliance with 40 CFR Part 93 (Determining Conformity of General Federal Actions to State or Federal Implementation Plans) and satisfy the requirements of Section 176(c) of the Clean Air Act (42 USC 7506).

Consequently, the proposed actions at NAS Lemoore conform to the state implementation plan's purpose of eliminating or reducing the severity and number of violations of the federal ambient air quality standards and achieving expeditious attainment of those standards. The proposed actions are consistent with the programs and milestones contained in the State Implementation Plan for the San Joaquin Valley Air Basin. The proposed actions will not increase the frequency or severity of existing violations of the federal ozone and PM_{10} standards, and will not delay the timely attainment of the ozone or PM_{10} standards.

In making the above determinations I have relied on the air quality analyses and conclusions contained in the conformity determination analysis appendix to the FEIS for Base Realignment of NAS Lemoore, California.

The action at NAS Lemoore will not significantly impact any Department of Defense Installation Restoration Program (IRP) sites. Construction projects located adjacent to IRP sites will be designed to avoid the sites. The action will not violate any conditions of the NAS Lemoore Waste Management Plan or the Spill Prevention Control and Countermeasures Plan. There will be no significant impacts to hazardous materials, as long as all applicable laws, regulations, and standard operating procedures are followed.

Pursuant to Executive Order 12898, Environmental Justice, potential environmental and economic impacts on minority and low-income persons and communities were assessed. These persons and communities will not be disproportionately adversely affected by the NAS Lemoore BRAC action. The increase in population from the action will not result in significant impacts to housing, facilities, or services on-base or in the region. The additional economic activity from the action will result in a net positive effect on the local economy. The action will not significantly impact existing land uses at NAS Lemoore.

The additional vehicular traffic generated by the action will result in significant mitigable impacts to transportation, traffic, and circulation. The Navy will continue to coordinate selection of mitigation for six intersections on or near NAS Lemoore which appear to warrant the installation of signals or an equivalent improvement to accommodate the increase in traffic resulting from the action. Traffic engineering solutions will be reviewed, local authorities will be consulted, and appropriate mitigation selected from among identified feasible options.

The BRAC action will increase the number of school-aged children by an estimated 2,300 students. Between 975 to 1,240 of these students who are of elementary school age (K–8) are expected to attend on-station schools. The increase in students will exceed the physical capacity of the two on-station elementary schools as well as the maximum allowable student/teacher ratio. The physical capacity of Lemoore Union High School will also be exceeded. Therefore, the BRAC action will result in a significant, but mitigable, impact to the school system. Identified mitigation measures include construction of a new on-base school, expanding the physical capacity of existing schools by leased or leased-to-own portable classroom units, and/or by constructing additional classrooms. The Navy recognizes the significance of these impacts and will identify feasible mitigation to assure a high quality education environment for dependent children. On-station elementary schools can also obtain acceptable student/teacher ratios by hiring additional teachers. Local schools that serve military dependent children will continue to receive federal impact aid, in accordance with the Education Appropriation Act for 1995, which provides annual federal funding to school districts for each student whose parents live and work on federal property. Federal impact aid funds to school districts will be comparable to local property tax revenue generated by off-base residents.

The existing utility infrastructure will be upgraded as part of the BRAC action to accommodate the demands of the BRAC relocation. Therefore, utilities at NAS Lemoore will have adequate capacity to serve the additional personnel. NAS Lemoore personnel residing off-station will not have a significant impact on the regional water supply. Police and fire protection services are adequate to serve the needs of the new facilities, as are solid waste disposal facilities. No significant impacts will result to recreational facilities, either on- or off-station.

The action will result in no significant impacts to plant or animal species listed as threatened or endangered by either federal or state agencies, or to sensitive habitats. No impact will result to cultural resources or properties of traditional cultural significance. No

impacts will result to visual resources due to the action.

Questions regarding the Draft and Final Environmental Impact Statement prepared for this action may be directed to: Mr. John Kennedy, Head Environmental Planning Branch, Engineering Field Activity West, Naval Facilities Engineering Command, San Bruno, CA, 94066–5006; phone: (415) 244–3713; fax: (415) 244–3737.

Dated: January 5, 1995.

Elsie L. Munsell,

Deputy Assistant Secretary of the Navy (Environment and Safety).

[FR Doc. 95–563 Filed 1–9–95; 8:45 am]

BILLING CODE 3810–FF–P

DEPARTMENT OF ENERGY

Advisory Committee on Human Radiation Experiments

AGENCY: Department of Energy.

ACTION: Notice of open meeting.

SUMMARY: Under the provisions of the Federal Advisory Committee Act (Pub. L. No. 92–463, 86 Stat. 770), notice is hereby given of the following meeting.

DATE AND TIME: January 30, 1995, 9:00 a.m.-5:30 p.m.

PLACE: Santa Fe Convention Center (Sweeney Center), 201 West Marcy Street, Santa Fe, New Mexico.

FOR FURTHER INFORMATION CONTACT: Steve Klaidman, The Advisory Committee on Human Radiation Experiments, 1726 M Street, NW, Suite 600, Washington, DC 20036. Telephone: (202) 254–9795; Fax: (202) 254–9828.

SUPPLEMENTARY INFORMATION:

Purpose of the Committee

The Advisory Committee on Human Radiation Experiments was established by the President, Executive Order No. 12891, January 15, 1994, to provide advice and recommendations on the ethical and scientific standards applicable to human radiation experiments carried out or sponsored by the United States Government. The Advisory Committee on Human Radiation Experiments reports to the Human Radiation Interagency Working Group, the members of which include the Secretary of Energy, the Secretary of Defense, the Secretary of Health and Human Services, the Secretary of Veterans Affairs, the Attorney General, the Administrator of the National Aeronautics and Space Administration, the Director of Central Intelligence, and the Director of the Office of Management and Budget.

Tentative Agenda

Monday, January 30, 1995

9:00 a.m. Call to Order and Opening Remarks
9:15 a.m. Public Comment
12:30 p.m. Lunch
1:30 p.m. Public Comment (continues)
5:30 p.m. Meeting Adjourned

A final agenda will be available at the meeting.

Public Participation

The meeting is open to the public. The chairperson is empowered to conduct the meeting in a fashion that will facilitate the orderly conduct of business. Any member of the public who wishes to file a written statement with the Advisory Committee will be permitted to do so, either before or after the meeting. Members of the public who wish to make an oral statement should contact Kristin Crotty of the Advisory Committee at the address or telephone number listed above. Requests must be received at least five business days prior to the meeting and reasonable provisions will be made to include the presentation on the agenda.

Transcript

Available for public review and copying at the office of the Advisory Committee at the address listed above between 9 a.m. and 4 p.m., Monday through Friday, except Federal holidays.

Dated: January 5, 1995.

Rachel Murphy Samuel,

Acting Deputy Advisory Committee Management Officer.

[FR Doc. 95–557 Filed 1–9–95; 8:45 am]

BILLING CODE 6450–01–P

Notice of Inventions Available for License

AGENCY: Department of Energy, Office of General Counsel.

ACTION: Notice.

SUMMARY: The U.S. Department of Energy announces that two patents entitled ''Fiber Optic Mounted Laser Driven Flyer Plates'' and ''Laser Driven Flyer Plates'' are available for license. Exclusive licensing of Government-owned inventions is authorized under certain circumstances, if proper notice of the invention's availability for license is given.

FOR FURTHER INFORMATION CONTACT: Robert J. Marchick, Office of the Assistant General Counsel for Technology Transfer and Intellectual Property, U.S. Department of Energy, 1000 Independence Avenue, S.W., Washington, D.C. 20585; Telephone (202) 586–2802.

SUPPLEMENTARY INFORMATION: 35 U.S.C. 207 authorizes licensing of Government-owned inventions. Implementing regulations are contained in 37 CFR Part 404. 37 CFR 404.7(a)(1) authorizes exclusive licensing of Government-owned inventions under certain circumstances, provided that notice of the invention's availability for license has been announced in the **Federal Register**.

U.S. Patent No. 5,029,528, entitled ''Fiber Optic Mounted Laser Driven Flyer Plates'' and U.S. Patent No. 5,046,423, entitled ''Laser Driven Flyer Plates'' are available for license, in accordance with 35 U.S.C. 207–209. A copy of the patents may be obtained, for a modest fee, from the U.S. Patent and Trademark Office, Washington, D.C. 20231.

Issued in Washington, D.C., on January 4, 1995.

Robert R. Nordhaus,

General Counsel.

[FR Doc. 95–556 Filed 1–9–95; 8:45 am]

BILLING CODE 6450–01–M

Federal Energy Regulatory Commission

[Docket No. QF90–154–004]

Indeck-Olean Limited Partnership; Notice of Supplement to Filing

January 4, 1995.

On December 13, 1994, Indeck-Olean Limited Partnership (Applicant), tendered for filing a supplement to its filing in this docket. No determination has been made that the submittal constitutes a complete filing.

The supplement provides additional information pertaining primarily to the technical data of the cogeneration facility.

Any person desiring to be heard or objecting to the granting of the petition for temporary waiver of qualifying cogeneration facility operating and efficiency standards should file a motion to intervene or protest with the Federal Energy Regulatory Commission, 825 North Capitol Street, NE., Washington, DC 20426, in accordance with rules 211 and 214 of the Commission's Rules of Practice and Procedure. All such motions or protests must be filed by January 20, 1995, and must be served on the applicant. Protests will be considered by the Commission in determining the appropriate action to be taken but will not serve to make protestants parties to the proceeding. Any person wishing to